



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

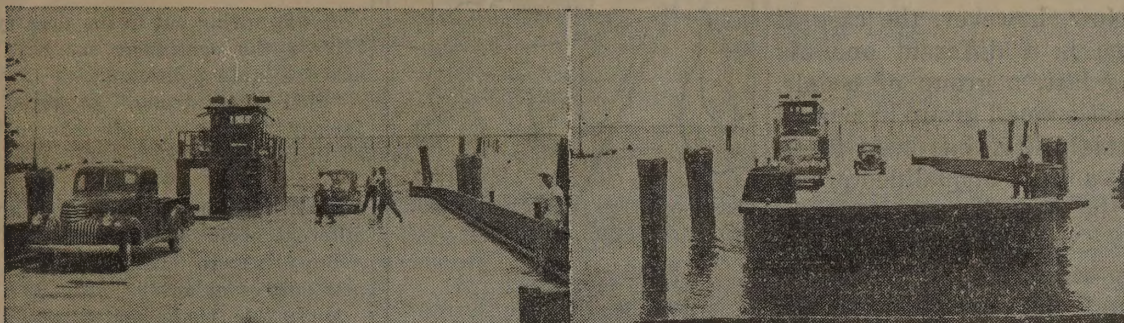
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RALEIGH, N. C.

Friday, September 24, 1948

ALLIGATOR RIVER FERRY



In operation since July 15, the Alligator River Ferry is now providing regular service between Sandy Point and East Lake. By using both the Alligator River and Roanoke Island Ferries, an inland traveler can now save approximately 100 miles in driving to Manteo. Shown above is the new ferry, dubbed the "Sandy Graham," on one of its recent runs.

PRICE TRENDS AND SUPPLY

BY R. G. KING
Purchasing Department

Cost of living for most families is beginning to show signs of leveling off. Prices of goods that continue to rise are being partly offset by price declines for other goods.

Food prices already showing the effect of this year's record crops, are to show a downward trend in months just ahead. Rising prices of food have hit family budgets harder than any other item. Small cuts will appear at retail soon but sharp cuts will take time.

Flour and bread will feel the effect of lower wheat prices first. Chicken and eggs will be next to feel the weight of record grain crops—however, Government price supports will prevent drastic declines. Turkeys for Thanksgiving dinner are to set an all-time high price this year. Supplies are lower than for the past several years and the demand will be greater due to the all-time high of meat prices.

Meat packers are reporting that they anticipate early price relief. Some thought that meat prices might be down as much as 40 percent. The drop will be a seasonal one, but well may be the beginning of a general downward trend.

Clothing prices are under heavy downward pressure. Some apparel items already have yielded in price. Production is off in many textile lines as well as in shoes. Major price cuts are still to come, however.

Fuel is not going to cost much less this winter than it does now,
(Continued on page three)

Barge Knocks Out Span Of Beach Bridge; \$16,000 Loss Sustained In Freak Crash

Morehead City. — Damage estimated at \$16,000 was sustained by the Highway Commission in the early hours of the morning on September 22, when a 77-car barge towed by a tug knocked out a 108-foot span of the Atlantic Beach Bridge.

According to Bridge Maintenance Engineer C. B. Taylor, who reported on the accident, the barge first struck a cluster of piles on the center rest fender of the bridge, bounced off and hit the south fender, knocking it out completely, then hit the rest pier upon which the draw span rested, and knocked it out also.

Repairs to the bridge which will be necessary before traffic can again pass over it will require a period of from 10 days to two weeks, Taylor estimated. In the meantime, Second Division Engineer W. N. Spruill is maintaining a 24-hour ferry service, for passengers only, across the break in the bridge span.

Progress of the reconstruction job, which is proceeding under the direction of Bridge Foreman John Epperson, will depend to a great degree upon the weather conditions which prevail along the coast, Taylor stated. To repair the damage, he said, it will be necessary to assemble 50-foot piles, lumber and other materials at the point of the break. In addition, it will be necessary to move heavy equipment with which to perform the job into the area by water. Initial steps of the reconstruction job were hampered

(Continued on page three)

Employes Group Plans Agenda Of Convention Slated For Asheville

Raleigh.—Final plans have been made here and a full agenda drawn up for the annual convention of the North Carolina State Highway Employees Association, which will be held in Asheville September 30-October 1.

Speeches are scheduled to be made at the convention by Chairman A. H. Graham of the State Highway and Public Works Commission, Chairman Capus Waynick of the State Democratic Executive Committee, Highway Commission Auditor Sam N. Smith and Nathan H. Yelton, executive secretary of the State Retirement system.

Headquarters for the convention this year will be the George Vanderbilt Hotel. First item of business at the convention will be the registration of delegates, which will begin in the hotel lobby at 3 p.m. on September 30. Following registration, delegates to the convention will hold a series of committee meetings Thursday afternoon and Thursday night. On Friday morning the entire group of delegates will assemble to hear the reports of the committees, and on Friday afternoon will convene to hear a series of addresses by the featured speakers. The main address, to be presented by the Chairman of the State Democratic Executive Committee, will be heard at seven

(Continued on page four)

Town Of Shallotte Takes Unique Step To Express Thanks

Raleigh.—Chairman A. H. Graham has announced the recent receipt of a resolution of commendation from the Town of Shallotte, which he says he believes to be the first such laudatory document ever received at the offices of the State Highway and Public Works Commission.

The text of the resolution, which is signed by Mayor M. L. Galloway and Town Clerk H. L. Holmes, follows:

"Be it resolved that the Board of Commissioners of the Town of Shallotte, at their regular meeting on July 13, 1948, being desirous of expressing their appreciation for the co-operation and work in developing and hard-surfacing the roads in the corporate limits of the Town of Shallotte; Mulberry Street leading to the State Prison Camp and to N. C. # 130 Highway and 'Shallotte Avenue,' have passed this resolution as a means of expressing their appreciation to the State Highway Department."

"The paving of these streets is the greatest single contribution that the Town of Shallotte has ever
(Continued on page three)

AUGUST RECORD

Raleigh. — Taking an unexpected twist, as it did not break the record for the previous month, the August traffic record this year was nevertheless the highest ever chalked up in August, Statistics and Planning Engineer James S. Burch has reported.

On an average day, a report from Burch reveals, 59,586 vehicles passed the Highway Commission's 20 permanent traffic-count stations, as compared with 58,858 for the average August day last year, which set the previous record for the month.

Despite the heavy August traffic, however, Burch points out the July record of 61,636 vehicles was not broken, making the first time in any year that August traffic has not broken that of the preceding month. The incidence of infantile paralysis in the State, Burch ventured to note, was probably the limiting factor which reduced the August travel volume this year.

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UNACCUSTOMED PRAISE

In making public his acknowledgement of receipt of a letter of commendation from the Town Board of Shallotte for work done by the Commission, Chairman Graham must have had at least two aims in mind: he wanted the Commission's workers to know that their efforts are occasionally recognized, and he wanted the public to know that any words of commendation are in turn appreciated by the men who do the work.

All too often, comments about the activities of the Highway Commission have been of a bitterly derogatory nature, coming from persons who do not understand highway problems, are not acquainted with highway policy, and do not want to face the fact that the Highway Commission cannot, overnight, create a paved road anywhere that it is wanted. In a recent speech to the Engineers Club of Raleigh, Chairman Graham mentioned the full quota of this kind of criticism which the Commission and its workers receive.

Unfortunately, a number of North Carolina's leading newspapers commented editorially that Chairman Graham was too sensitive to criticism, and that all Tar Heel citizens should feel free to criticize their road system. To these statements the reaction of the Commission administration was simply this: let

the public consider the facts, and when complaints based upon misinformation are eliminated, then let the public give forth with all the constructive criticism it can muster.

Now, however, the case at issue is a different one. At long last, a group of people, albeit a small group in a small municipality, has seen fit to send a bit of unqualified praise in the direction of the Highway Commission. This praise has been received with profound gratitude. The work which drew the commendation was routine, and similar to other jobs of a like nature which have been carried out unnoticed. This time, however, a letter of thanks was forthcoming, and Chairman Graham has made it public in the hope that the individual worker, for whom it was intended, might receive its full and unaccustomed benefit.

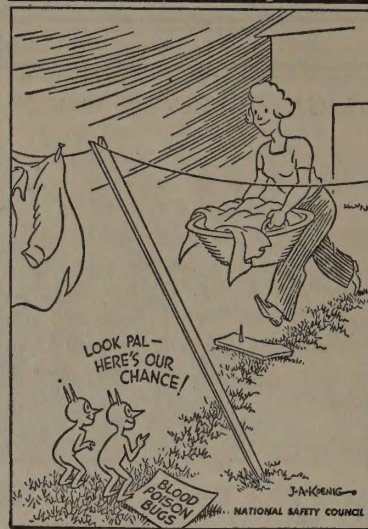
EQUIPMENT

Of great importance to the men who work with it, but of little interest to the public in general, is the huge amount of equipment and machinery of all kinds which is necessary to carry on the day-to-day activities of the Highway Commission.

It is unlikely that the average person who has no connection with highway work has any adequate idea of the huge investment which the State holds in this type of equipment. Commenting on postwar trends, Equipment Engineer S. C. Austin recently noted that more than \$9,000,000 had been spent for new road equipment since the end of World War II. Even so, the Commission still needs more machinery, and is limited in its purchases by the amount of money which it may spend, and the availability of the equipment itself.

Since equipment of every type is essential to the State's highway progress, it is obvious that the scarcity of

STAY SAFE OFF-THE-JOB, TOO



equipment in the postwar period, and the steadily mounting prices which must be paid for it, are primary factors in the rising cost of highway work. Thus, the purchasing of \$9,000,000 worth of new machinery has been an undertaking which has required much careful study, for every dollar which can be trimmed from the cost of equipment is a dollar which can be applied more directly to the roads of North Carolina.

SMALLEST LETTING?

Raleigh.—Two hundred thousand dollars is not a sum to be sneezed at, nor is it a small price to pay for a piece of contract construction, but the letting at which that low bid was received couldn't have been much smaller, for it included only one project.

Reason for the special letting, which was held September 7, was the urgent need to get the job in question underway before winter, according to Chief Engineer W. Vance Baise. The description of the job is as follows: Pitt-Beaufort—Widening and resurfacing of 16 miles on US 264 between Chocowinity and Greenville;—Brown Paving Company, Lexington, \$203,987.95.

Despite the small size of the letting, Engineer Baise reported that there were seven bidders on the project. Letting projects individually, he said half in jest, might increase the competition at future lettings.

Today's Chuckles

A guy wandering through the department store squeezed one doll and it cried "Mama." Later he squeezed another doll and it screamed: "Floorwalker."

* * *

It was spring out in the country: "How's the sentiment out here?" asked a state politician.

"Still going strong," answered a farmer. "There were six cars parked in my lane last night."

* * *

Girl: "Do you notice anything different about me this evening?"

Boy Friend: "You've got on a new pair of nylons."

Girl: "No, that's not it."

BF: "That's a different skirt."

Girl: "No, that isn't it."

BF: "Must be that sweater. Is it new?"

Girl: "No, you silly. I've dyed my hair black and I'm wearing glasses."

* * *

Doctor (meeting Mrs. Brown on the street): How is your husband now? Did you give him the sleeping powders I prescribed?"

Mrs. Brown: "Yes. You told me to give him the amount I could get on a dime, but as I didn't have a ten-cent piece, I used two nickles, and he's been asleep now for four days."

* * *

Two beautiful young ladies, twins by the way, were so much alike that no one knew which was which. One was engaged to be married. "How do you tell them apart?" a friend asked the groom-to-be. "Don't be silly," was the retort. "What fun would that be?"

* * *

"When it comes to eating, you'll have to hand it to Venus de Milo."

"Why?"

"How else could she eat?"

* * *

An engineer and his girl were riding out in the country on horseback. As they stopped for a rest, the horses rubbed necks affectionately.

"Ah, me," sighed the engineer, "that's just what I'd like to do."

"Well go ahead," said the girl. "It's your horse!"

* * *

The tramp entered the doctor's office. He looked worried. "Doctor," he said, "you've got to help me. I swallowed a coin about 15 years ago." "Good heavens, man!" ejaculated the doctor. "Why have you waited 15 years? Why didn't you go to a doctor the day you swallowed the coin?" "To tell the truth," replied the tramp, "I didn't need the money at the time."

More Chuckles

"I hear you advertised for a wife. Any replies?"

"Sure. Hundreds."

"Good. What did they say?"

"They all said: 'You can have mine.'"

* * *

"That sergeant! I've never heard a man talk so fast in my life."

"Why shouldn't he? His father was a tobacco auctioneer and his mother was a woman."

* * *

"He says he is a chiropractor—what on earth is that?"

"Well, its one of those guys who get paid for doing what an ordinary guy gets slapped for."

* * *

"Good morning, ma'am. I'm from the gas company. I understand there's something in the house that won't work."

"Yes. He's upstairs."

* * *

First Wolf: "I bought her a swell feed, took her to a show, and after that to a night club. Do you know what she said to me when I was taking her home?"

Second Ditto: "No."

First Wolf: "Oh-ho, so you've been out with her too!"

* * *

"If this storm continues," the captain remarked with some apprehension, "I'll have to heave-to."

The seasick passenger looked up with deep sympathy.

* * *

"Once a friend of mine and I agreed that it would be helpful for each of us to tell the other all our faults."

"How did it work?"

"We haven't spoken for five years."

* * *

An old lady in church always bowed whenever the name of Satan was mentioned. One day the minister asked her the reason for this strange behavior.

"Well, she replied, 'Politeness costs nothing, and you never can tell . . .'"

* * *

A Navy recruit on guard had strict orders to admit no car unless it bore a special tag. He stopped one whose passenger was high-ranking officer.

The guard heard the brass-hat order his driver to go through, and calmly said: "I'm sorry, sir, but I'm new at this. Who do I shoot, you or the driver?"

* * *

Dean—"Maybe you'd like to take a nice course in psychology. It tells you why you do things."

Freshman — "I already know why; I want to find out how."

Bids To Be Received At September Letting On Jobs Covering 70 Miles In 20 Counties

Raleigh. — The State Highway and Public Works Commission on September 14, advertised specifications on a list of 20 road projects which will involve work on 70 miles of roadway in 17 counties at an estimated cost of \$1,277,147.50.

Bids on the projects will be opened and read at a letting to be held on September 28. Of the 20 jobs listed, six are Federal Aid and the remaining 14 State Betterment.

Projects to be included in the letting are:

Federal-aid

Craven—Grading and structures of 9.205 miles from a point on NC 55 0.9 miles northwest of Jasper southeast to a point on US 70 3.6 miles northwest of New Bern.

Wayne—Structures on US 70 from Johnston county line to a point approximately 570 feet east of bridge over Little River.

Mecklenburg — Grading and bituminous surfacing of 3.21 miles from a point 68 feet north of NC 27 approximately 0.9 miles east of Charlotte, to a point on US 29 approximately 1.8 miles east of Charlotte.

Mecklenburg—Bituminous surface treatment of 2.49 miles from a point on US 21 at Caldwell east to NC 73.

Forsyth—Grading, bituminous surfacing and structures of 1.54 miles from a point on US 421 approximately four miles northwest of Winston-Salem toward Yadkinville on US 421, and toward Elkin on NC 67.

Rutherford — Grading and bituminous surfacing of 3.34 miles on US 74 from a point two miles west of Ellenboro west to a point in Forest City.

State Betterment

Wilson — Grading, bituminous surfacing and structures of 5.03 miles from cross roads northeast of city limits of Lucama on county road, and from a point 2,100 feet north of end of bridge at Contentnea Creek north to city limits of Wilson.

Pasquotank—Sand asphalt surfacing of 0.83 miles in vicinity of Elizabeth City.

Edgecombe—Sand asphalt surfacing of 2.75 miles from Wiggins Cross Roads to Pinetops.

Wayne-Johnston — Grading, bituminous and structures of 11.394 miles on county roads in vicinity of Pikeville in Wayne county, and Princeton in Johnston county.

Wake—Grading and bituminous surfacing of 7.495 miles from a point northeast of Neuse River bridge on county road from Clayton to Knightdale northeast via Shotwell across Poole Road to Knightdale.

Alamance—Grading, widening and bituminous surfacing of 3.45 miles from a point 900 feet east of intersection of NC 100 and NC 54 to Gibsonville on NC 100.

Guilford—Grading of 5.27 miles from south end of Alamance Creek bridge south to intersection with NC 62.

Rockingham—Portland cement stabilized base course of 3.5 miles on Young Springs road from NC 87 near Reidsville Airport eastward.

Edgecombe—Sand asphalt surface course of 0.75 miles on Tarboro Street in Rocky Mount from Edgewood Street to county fair grounds.

Guilford-Rockingham — Bituminous concrete binder and surface course of 1.9 miles for resurfacing streets in High Point and Reidsville.

Davidson — Bituminous concrete binder and surface course of 1.52 miles for resurfacing in Thomasville.

Robeson-Hoke—Sand asphalt resurfacing of 6.4 miles on US 301 between Lumberton

and Cumberland county line in Robeson county, and on county road from Rockfish south toward Robeson county line in Hoke county.

Surry—Structures for widening bridge over Fisher River on US 601 between Mt. Airy and Dobson.

Surry—Structures for widening bridge over Lovell's Creek on US 52 between Mt. Airy and Virginia state line.

BARGE KNOCKS

(Continued from page one)

by a strong gale which was blowing along the coast, Taylor noted. A considerable period of time will be required, he pointed out, to finish the entire job, but it is hoped that the repair work will progress sufficiently fast so that traffic can be restored across the bridge within 10 days.

As yet, no reason has been assigned for the barge accident. The barge itself, according to highway officials who investigated the accident, was empty and headed for Norfolk. Used for hauling automobiles, it had a capacity of 77 cars on its deck, they reported, and additional storage space below decks.

PRICE TRENDS

(Continued from page one)

but the steady climb in fuel prices probably is over. Bituminous coal stocks are near record levels. Production is off, and poorer grades of coal already are being marked down. Coal for industrial and utility users probably will decline slightly in price between now and spring but home users are expected to go on paying about the same prices this winter.

Industrial equipment and home appliances are going to cost at least as much in the months just ahead as they have in the past. That goes for most products that use scarce steel and other metals in short supply.

Automobiles bought new from dealers may be among the last products to turn down price. Demand still outruns supplies that are limited by steel shortages and steel supplies still are getting shorter in relation to demand.

TOWN

(Continued from page one)

had in its history."

In addition to mailing a copy of the resolution to Chairman Graham, the Town of Shallotte also sent a copy to Third Division Commissioner James A. Bridger, in whose division the work was done.

Division Roundup

8th Division

"Mack" Absher, Sr. Roadway Inspector, was claimed by death due to a heart attack on August 29th. "Mack" had served the Commission long and well, and will be greatly missed.

E. Ford King, Sr., Maintenance Supervisor, and Lonnie Hanks, Sr. Roadway Inspector, have both recovered from their recent illness and returned to their regular duties.

H. G. Gray, Sr. Resident Engineer, has resigned to accept a position in Washington, D. C. with the Public Roads Administration. Paul DuPre, Sr. Office Engineer, will assume Mr. Gray's duties, with Joe Windsor moving into Paul's place in the Division office.

L. F. Faw, Maintenance Foreman in Caldwell County died suddenly September 20th of a cerebral hemorrhage. Filmore had been a valued employee for many years.

More "sparkle" has been added around the Division office recently. Things are really booming!

—J. H. COUNCILL, Reporter.

Do You Know?

1. McAdam and Telford are names known to highway engineers throughout the world. The month of September holds an anniversary for each of these men. Do you know what the dates are and what they signify?

2. In 47 states of the United States, the state capital is also a county seat. Which state is the exception?

3. Just 36 years ago this month, the first meeting of what has since become an annual national event of considerable significance for highway officials was held. Do you know what it was?

4. In 1947 a record amount of motor fuel was used in the United States. The greatest monthly amount was used in July. Can you rank the other months of the year according to usage?

5. One of the figures in the following statement is in error: "During 1947 more than 1,250,000 parking meters were installed in American cities; there were 26 municipalities in which income exceeded \$100,000, and the highest individual revenue was reported by San Diego, Calif., where receipts totaled \$329,951." Which figure is wrong?

6. How many men drivers are there in the United States for each woman driver? How does the mileage driven by the average man driver compare with that of the average woman driver?

MORE EQUIPMENT

Raleigh.—At the present time the State Highway and Public Works Commission—according to the man who ought to know—is operating more equipment of all sorts than ever before in its entire history.

Following a recent check of postwar expenditures, Equipment Engineer S. C. Austin reported that more than \$9,000,000 had been spent for all types of road equipment and machinery since 1945. Although the delivery picture is not yet rosy, according to the equipment engineer, machinery is now being received at a somewhat more rapid rate than it was several months ago. Motor graders and road machines in particular, he said, are now a little easier to secure.

Despite the more encouraging equipment outlook, however, there are still bottlenecks. Proof of this, Austin said, lies in the fact that the Commission is still awaiting delivery on certain pieces of equipment which were ordered more than two years ago.

"DO YOU KNOW?" Answers

(Continued from page three)

1. John Loudon McAdam was born Sept. 21, 1756. Thomas Telford died on Sept. 2, 1834.

2. Michigan. The state capital is Lansing, which is in Ingham County; but the county seat of Ingham County is Mason.

3. The first annual Safety Congress — now called the National Safety Congress — met in Milwaukee, Wis., on Sept. 30, 1912.

4. The months in order were August, October, June, May, September, December, April, November, March, January and February.

5. The figure 1,250,000 is wrong by a million meters more or less. Make it read "more than 250,000 parking meters" instead.

6. There are about three men drivers for every woman driver, and the men drive twice as far as the women in the course of a year, on the average.

From "Better Roads"

EMPLOYEES

(Continued from page one)
o'clock Friday evening.

The final session of the convention, at which officers for the new year will be elected, will be held on Saturday morning, and the convention will adjourn at noon.

In addition to the main features of the convention, arrangements have been made to provide entertainment for the ladies who attend the sessions, including a trip through the Biltmore Estate.

NOW IT'S APPLES



With the peach and vegetable canning season long past, the girls at the Woman's Prison Cannery are now devoting their attention to processing apples. Unlike peaches, canned apples do not keep too well, so prison authorities are planning to can only a twelve-month supply of the fruit before they bring the 1948 canning season to a close. (Photo by W. K. Mingis.)

New Shops At Charlotte And Fayetteville To Improve Facilities Of Two Divisions

Raleigh. — The State Highway and Public Works Commission's field forces, hampered by inadequate shop facilities in several divisions, are now benefitting from the use of the new Charlotte shop in the Seventh Division, and are scheduled shortly to put the new Third Division Shop at Fayetteville into use, according to Equipment Engineer S. C. Austin.

In erecting both of the new shops, Austin pointed out, the Highway Commission has derived substantial financial advantage from the use of war surplus buildings and equipment made available through the War Assets Administration.

In Charlotte, the new shop which is now in use replaces a make-shift arrangement by which the Highway Commission had been allowed to use a shop installation owned by the local school system. Previously, the Seventh Division had not been equipped with a standard shop, but had utilized the district shop at Salisbury for division purposes. The new shop, which is centrally located, is making full use of two surplus buildings brought from Morris Field to Charlotte.

At Fayetteville, the division shop was destroyed last December in a fire which caused a loss estimated at \$200,000. The new shop now being erected there was obtained as war surplus from the Navy installation at Camp Davis. The main building, which is of metal construction, is larger than the shop

which was destroyed by fire, measuring 200 by 70 feet. Included in the property transferred to the Commission by the Navy was a large amount of shop equipment, as well as the building. The building has now been erected by a crew working under the direction of Guy Moore of the Bridge Maintenance Department, and the concrete floors are in process of being poured. At the same time, office space is being partitioned off in one end of the building. Work is expected to be completed by the end of the year, and the new shop may be in use by late December or early January.

AUGUST ACCIDENT RECORD

UNIT	TOTAL	LOST TIME	FREQUENCY
	ACCIDENTS	INJURIES	RATE
Fifth Division	9	0	0.0
Eighth Division	16	1	5.1
Third Division	18	1	5.4
Seventh Division	12	1	5.6
Second Division	12	1	5.7
Fourth Division	10	1	6.3
Ninth Division	19	1	6.3
Sixth Division	9	2	10.4
First Division	13	3	14.6
Tenth Division	22	4	20.1
Bridge Mts. Dept.	14	5	38.5
Eleventh Division	3	0	0.0
ALL UNITS	157	20	9.8

Accidents In August Total 157; One Death Heads Serious Cases

Raleigh.—Accidents to Highway Commission personnel during August totaled 157, including one fatality, according to the safety report for the month issued by Safety Director James P. Dodge.

Paralleling the record for 1947, which showed August as the month with the highest accident total of the summer season, the August record showed the largest monthly total of accidents to date this year. In the matter of frequency rate, however, the August record this year was set at 9.8 lost-time injuries per million man-hours of work, as compared with the higher rate of 10.9 for August, 1947.

Most serious accident of the month occurred in the First Division, when an employe was electrocuted when his dragline boom struck a high-voltage electric line. Injuries incurred during the month were more serious than usual, and included several ruptures and fractures and a number of serious bruises and cuts.

Equipment accidents rose to a total of 60 during the month, with backing and rear-end collisions reported as "frequent." Of the total number of equipment accidents, State operators were held responsible in 35 cases, other drivers in 22 of the cases, and three accidents were listed as "non-preventable."

Causes of accidents to personnel during the month, according to the report by Dodge, were: handling objects, eight; hand tools, 12; striking against objects, 10; falling objects, 12; falls of persons, 15; operation of motor vehicles, nine; operation of other vehicles, eight; operation of machines, 11; hot substances and flames, two; poison ivy, three; insect or animal bites, three; and miscellaneous, four.